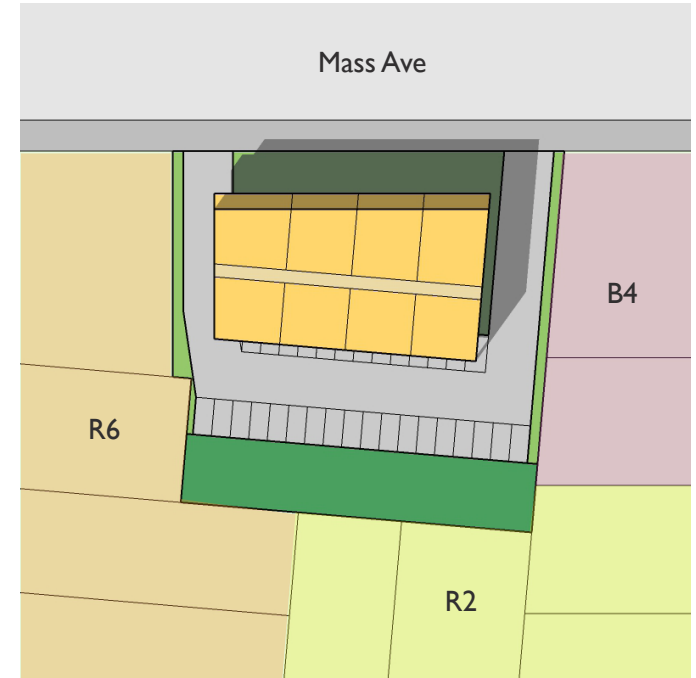
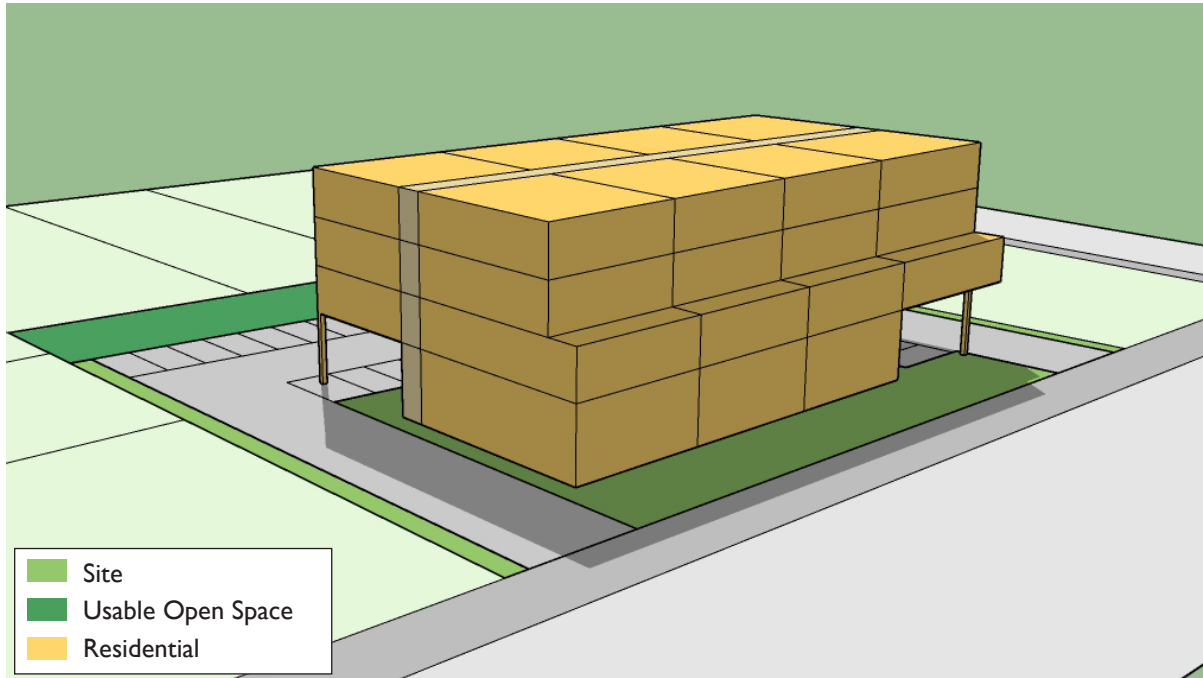


# POTENTIAL CHANGES COMPARISON

## TOWN OF ARLINGTON MULTIFAMILY ZONING BUILDOUT ANALYSIS

990 MASS AVE - R7 Apartments High Density

Existing use: 64 units



### EXTG R7 ZONING

#### BUILDOUT

.73 acre site  
28 units  
35 parking spaces

#### USABLE OPEN SPACE

15% gross res. area (5,000 sq.ft.)

#### FRONT YARD

20' (varies based on height)

#### HEIGHT BUFFER

4 stories w/in 100-200' of R2 district

#### FAR

1.5

#### PARKING

Varies; 1.0-2.0 per unit, w/ possible transportation and affordable housing reductions

### MOST CONSTRAINING FACTOR:

Parking

### OTHER MAJOR CONSTRAINTS:

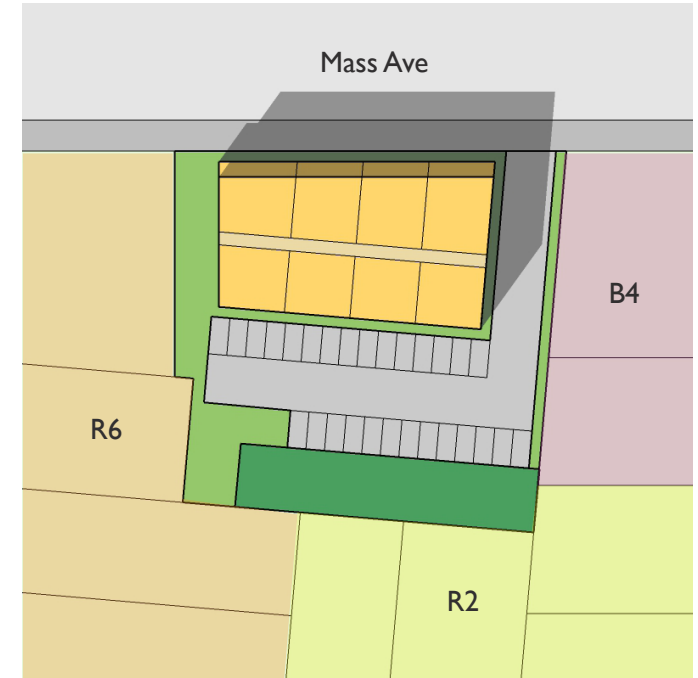
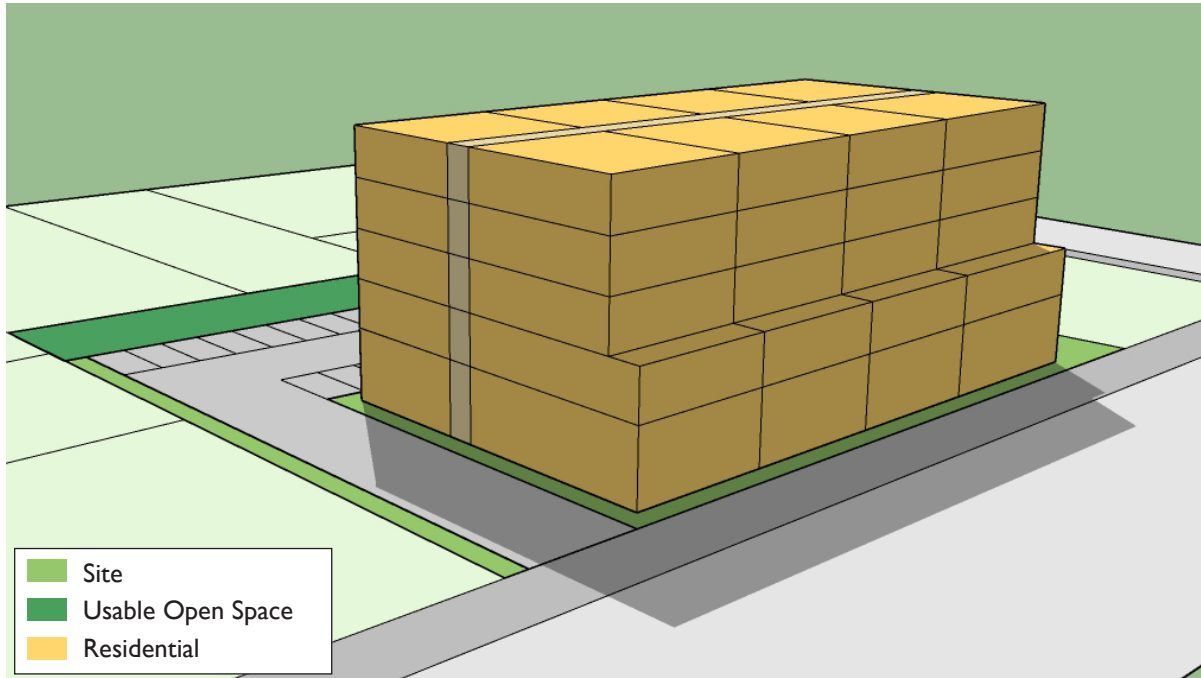
Yards, Height buffer

# POTENTIAL CHANGES COMPARISON

## TOWN OF ARLINGTON MULTIFAMILY ZONING BUILDOUT ANALYSIS

990 MASS AVE - R7 Apartments High Density

Existing use: 64 units



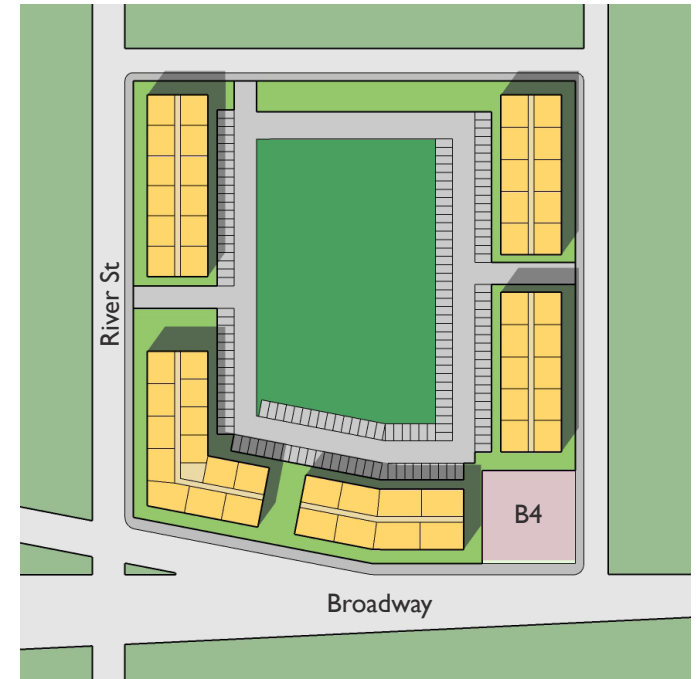
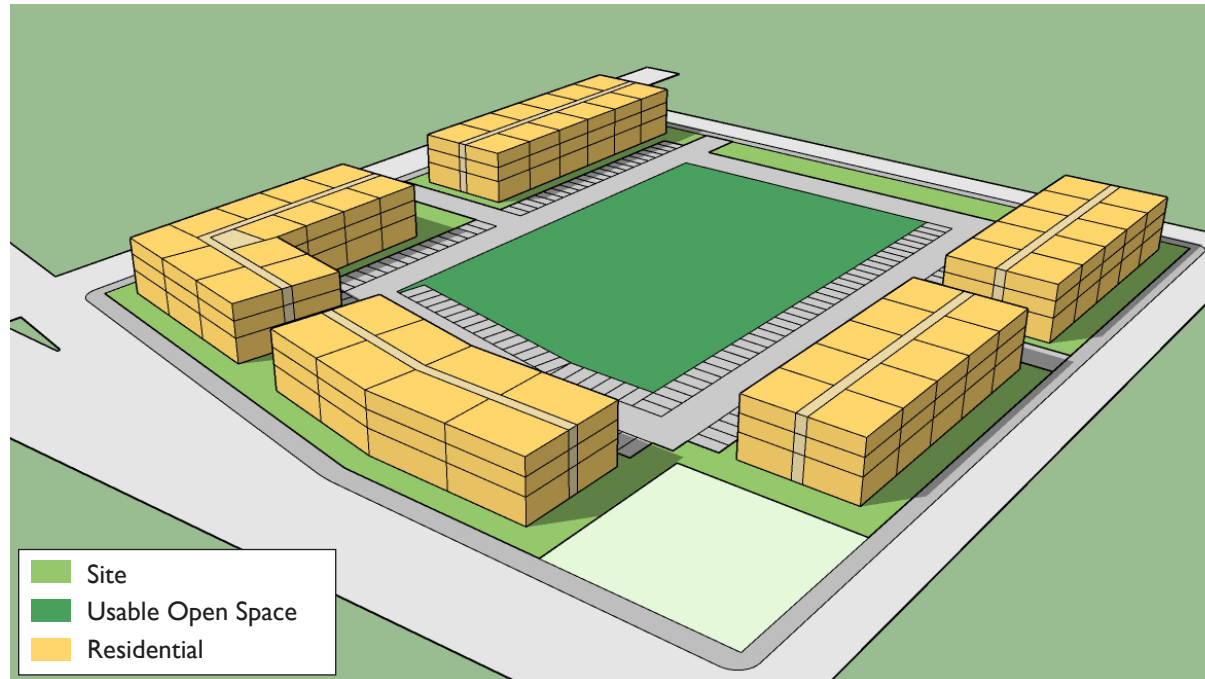
	<b>EXTG R7 ZONING</b>	<b>POTENTIAL CHANGES</b>
<b>BUILDOUT</b>	.73 acre site 28 units 35 parking spaces	.73 acre site 42 units 27 parking spaces
<b>USABLE OPEN SPACE</b>	15% gross residential area (5,000 sq.ft.)	100 sq.ft per unit (4,200 sq.ft.)
<b>FRONT YARD</b>	20' (varies based on height)	5'
<b>HEIGHT BUFFER</b>	4 stories w/in 100-200' of R2 district	Applies w/in 50' of R2 district
<b>FAR</b>	1.5	1.5
<b>PARKING</b>	Varies; 1.0-2.0 per unit	1.0 per unit
	w/ possible transportation and affordable housing reductions in both cases	

# POTENTIAL CHANGES COMPARISON

## TOWN OF ARLINGTON MULTIFAMILY ZONING BUILDOUT ANALYSIS

127 BROADWAY - R5 Apartments Low Density

Existing use: 118 units



### EXTG R5 ZONING

#### BUILDOUT

5.3 acre site  
159 units  
142 parking spaces

#### MIN. LOT AREA/UNIT

1,450 sq.ft.

#### USABLE OPEN SPACE

30% gross residential area (55,000 sq.ft.)

#### HEIGHT

3 stories

#### FAR

0.8

#### PARKING

Varies; 1.0-2.0 per unit, w/ possible transportation and affordable housing reductions

### MOST CONSTRAINING FACTOR:

Minimum lot area per unit

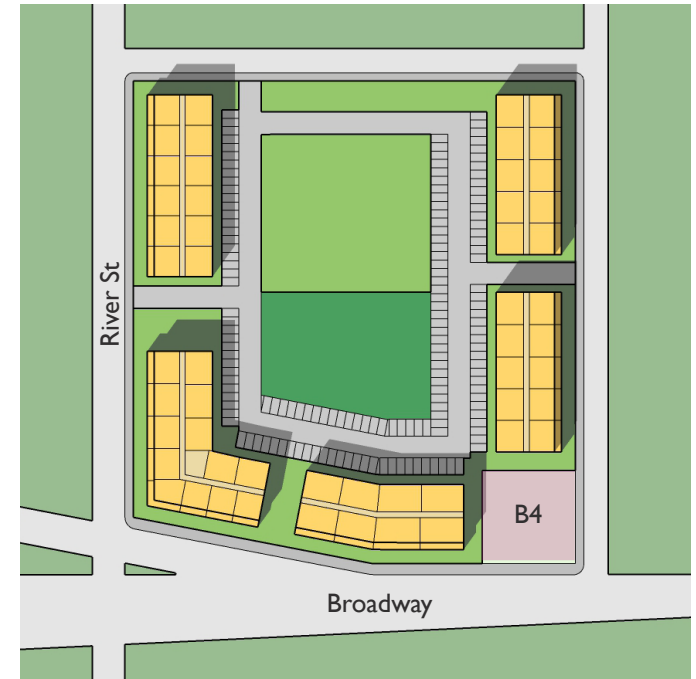
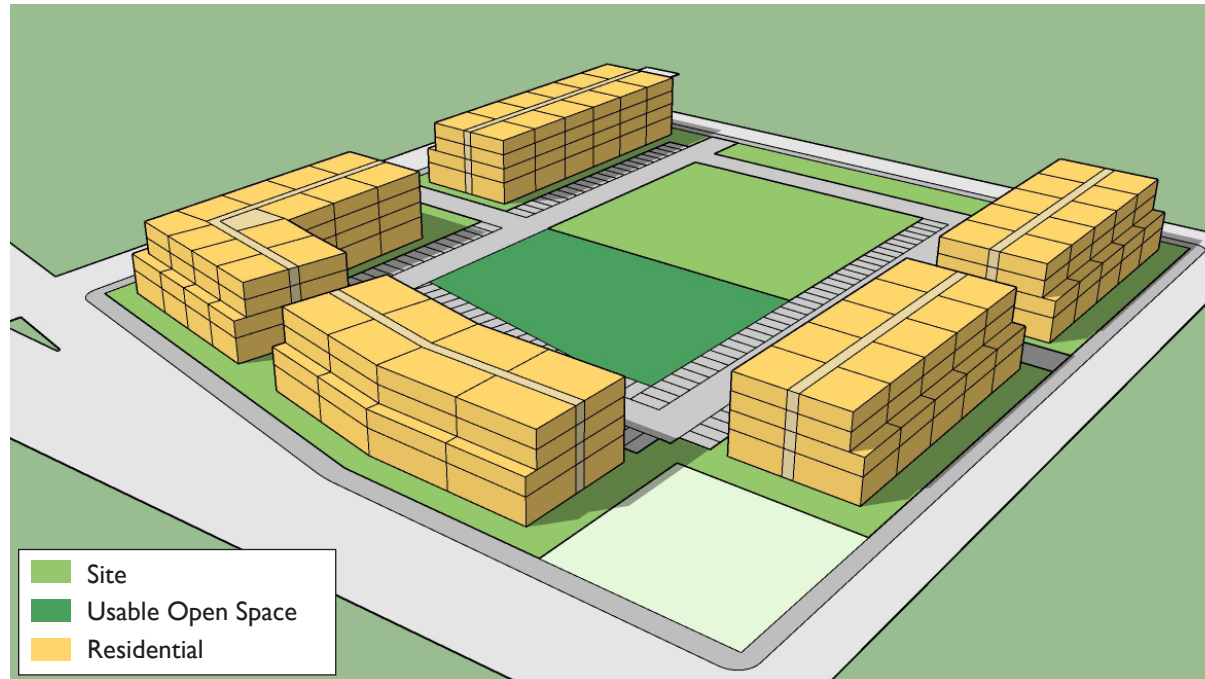
### OTHER MAJOR CONSTRAINTS: FAR

# POTENTIAL CHANGES COMPARISON

## TOWN OF ARLINGTON MULTIFAMILY ZONING BUILDOUT ANALYSIS

127 BROADWAY - R5 Apartments Low Density

Existing use: 118 units



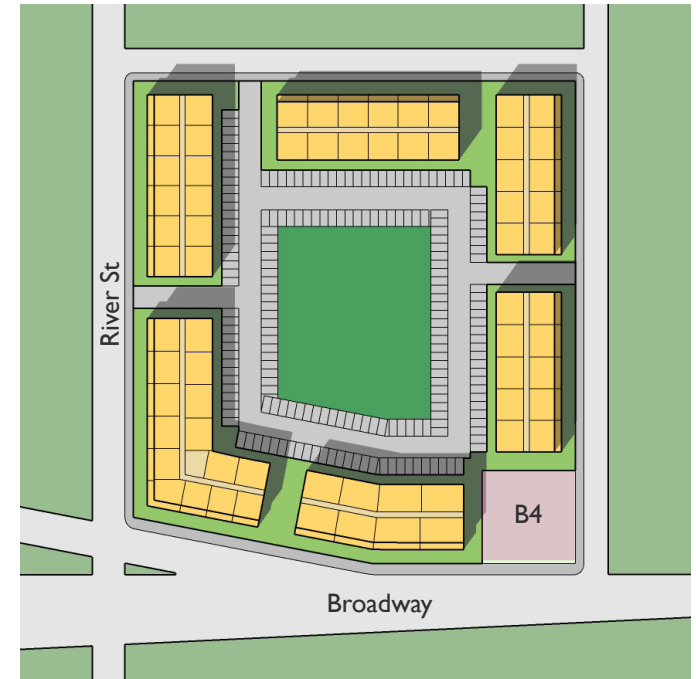
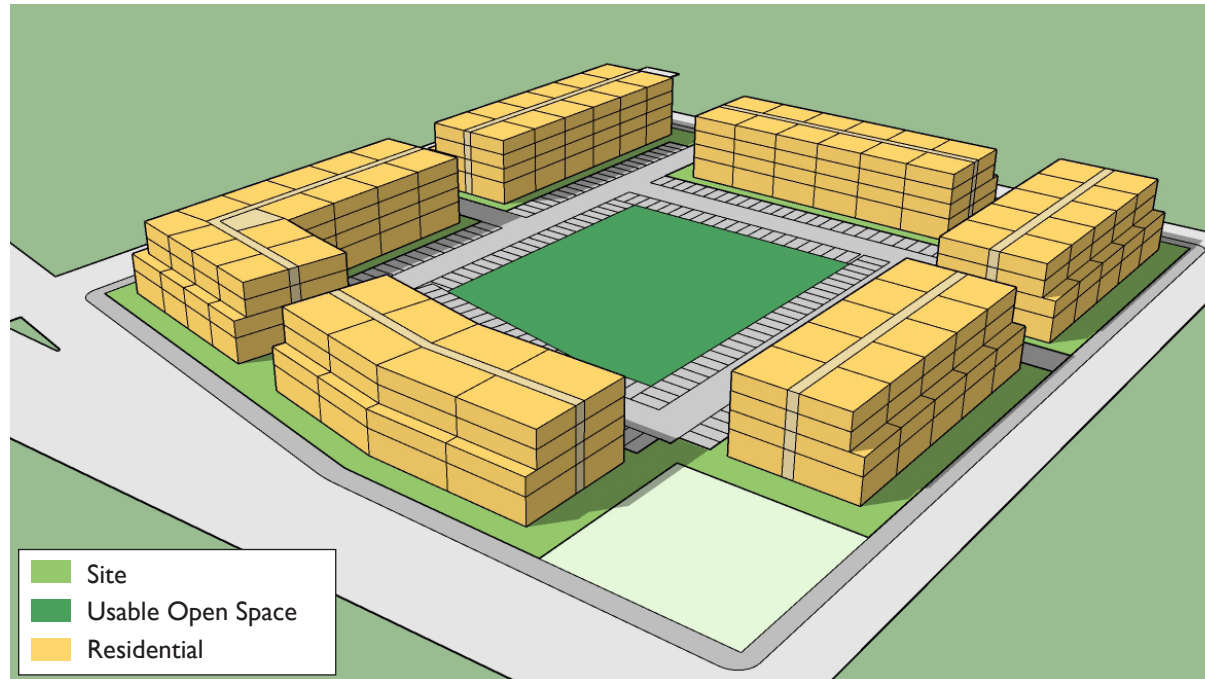
	EXTG R5 ZONING	POTENTIAL CHANGES
BUILDOUT	5.3 acre site 159 units 142 parking spaces	5.3 acre site 231 units 150 parking spaces
MIN. LOT AREA/UNIT	1,450 sq.ft.	1,000 sq.ft
USABLE OPEN SPACE	30% gross residential area (55,000 sq.ft.)	100 sq.ft per unit (23,100 sq.ft.)
HEIGHT	3 stories	4 stories
FAR	0.8	1.1
PARKING	Varies; 1.0-2.0 per unit	1.0 per unit
	w/ possible transportation and affordable housing reductions in both cases	

# POTENTIAL CHANGES COMPARISON

## TOWN OF ARLINGTON MULTIFAMILY ZONING BUILDOUT ANALYSIS

127 BROADWAY - R5 Apartments Low Density

Existing use: 118 units



	EXTG R5 ZONING	POTENTIAL CHANGES
BUILDOUT	5.3 acre site 159 units 142 parking spaces	5.3 acre site 293 units 190 parking spaces
MIN. LOT AREA/UNIT	1,450 sq.ft.	700 sq.ft
USABLE OPEN SPACE	30% gross res. area (55,000 sq.ft.)	100 sq.ft per unit (29,300 sq.ft.)
HEIGHT	3 stories	4 stories
FAR	0.8	1.4
PARKING	Varies; 1.0-2.0 per unit	1.0 per unit
	w/ possible transportation and affordable housing reductions in both cases	

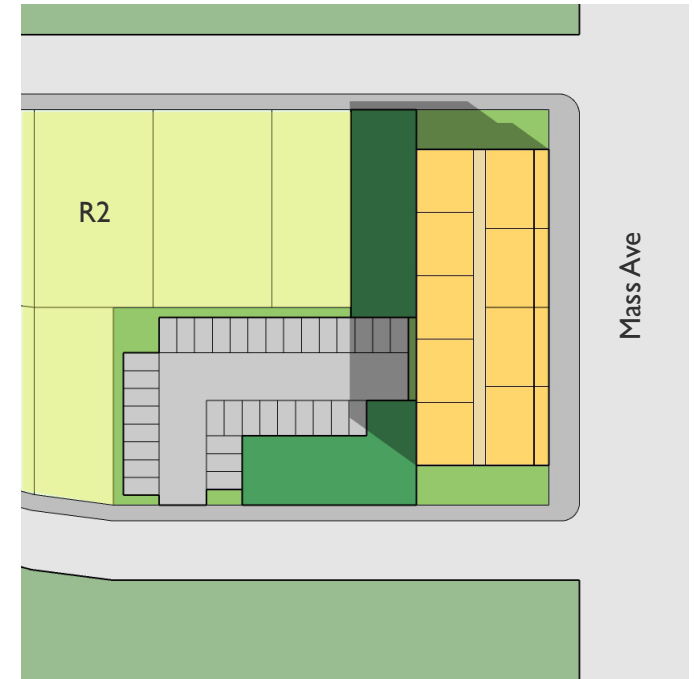
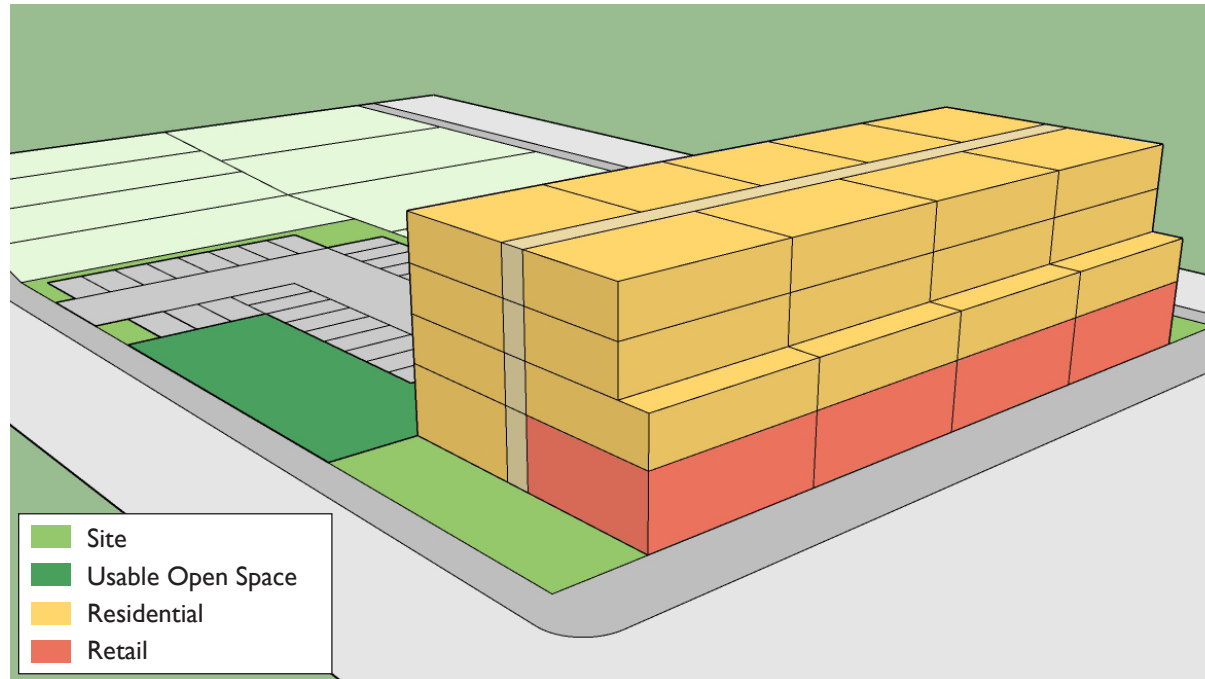


# POTENTIAL CHANGES COMPARISON

## TOWN OF ARLINGTON MULTIFAMILY ZONING BUILDOUT ANALYSIS

20-36 MASS AVE - B4 Vehicular Oriented Business

Existing use: 21,000 sq.ft. commercial



### EXTG B4 ZONING

#### BUILDOUT

0.74 acre site  
32 units  
5,000 sq.ft. retail  
34 parking spaces

#### USABLE OPEN SPACE

20% gross res. area (7,100 sq.ft.)

#### HEIGHT BUFFER

4 stories w/in 100-200' of R2 district

#### FAR

1.0

#### PARKING

Residential: varies; 1.0-2.0 per unit  
Retail: 1.0 per 300 sq.ft. (after 3,000 sq.ft.)  
w/ possible transportation and affordable housing reductions

### MOST CONSTRAINING FACTOR:

Parking

### OTHER MAJOR CONSTRAINTS:

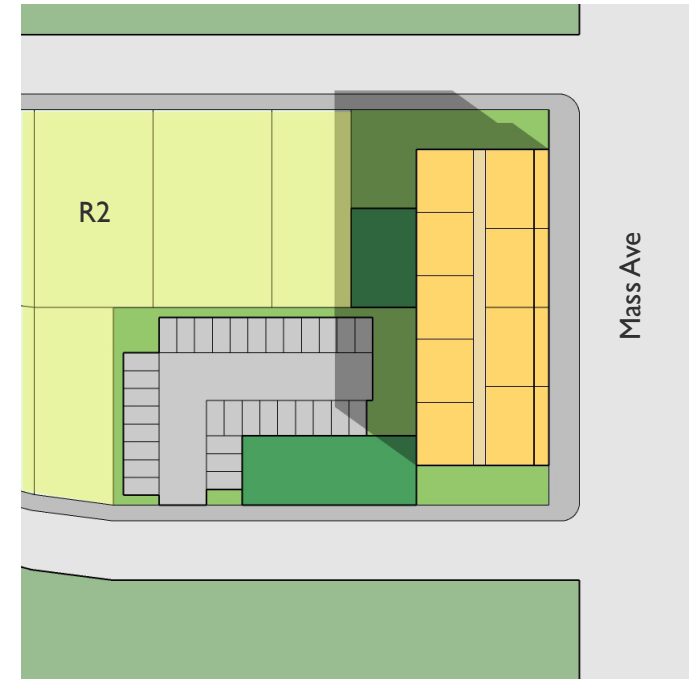
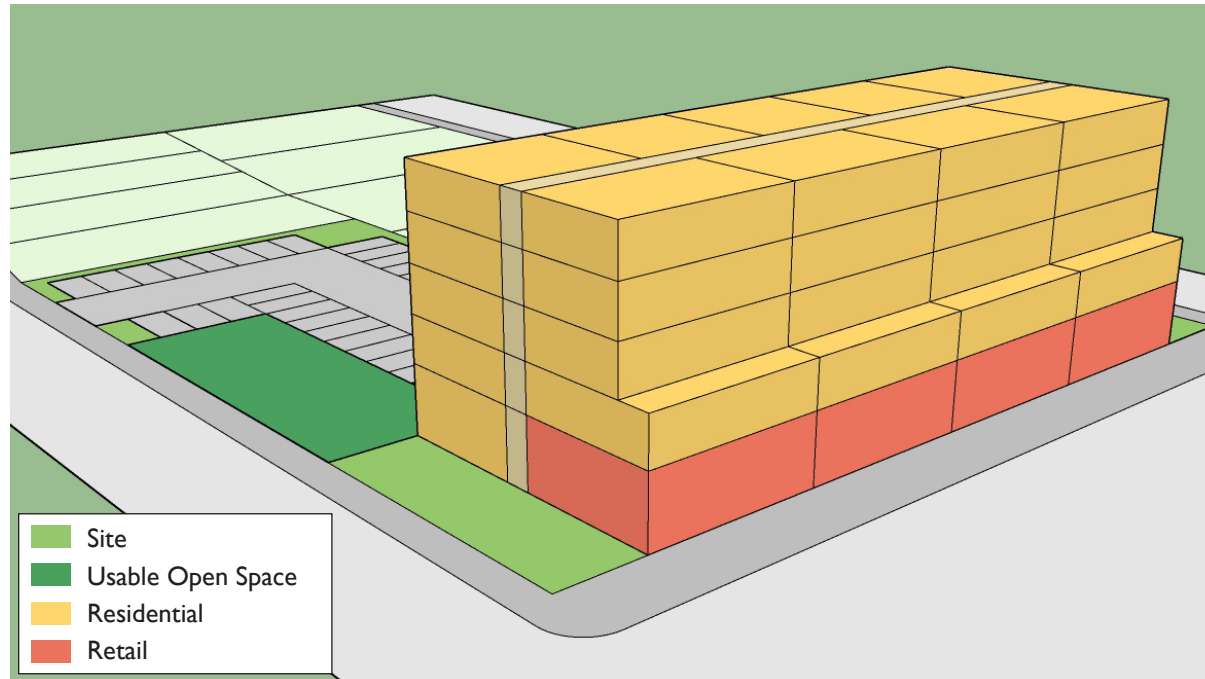
Height buffer, FAR, usable open space

# POTENTIAL CHANGES COMPARISON

## TOWN OF ARLINGTON MULTIFAMILY ZONING BUILDOUT ANALYSIS

20-36 MASS AVE - B4 Vehicular Oriented Business

Existing use: 21,000 sq.ft. commercial



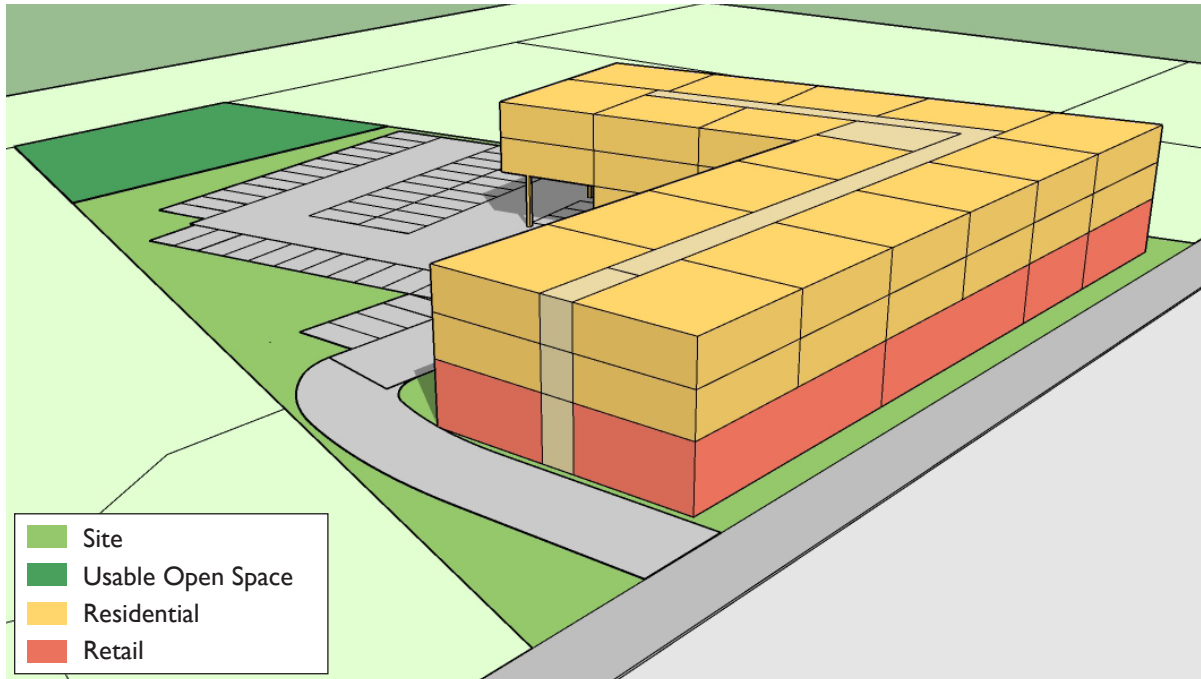
	EXTG B4 ZONING	POTENTIAL CHANGES
BUILDOUT	0.74 acre site 32 units 5,000 sq.ft. retail 34 parking spaces	0.74 acre site 41 units 5,000 sq.ft. retail 32 parking spaces
USABLE OPEN SPACE	20% gross res. area (7,100 sq.ft.)	100 sq.ft per unit (4,100 sq.ft.)
HEIGHT BUFFER	4 stories w/in 100-200' of R2 district	Applies w/in 25' of R2 district
FAR	1.0	1.6
PARKING	Residential: varies; 1.0-2.0 per unit Retail: 1.0 per 300 sq.ft. (after 3,000 sq.ft.)	1.0 per unit No change
	w/ possible transportation and affordable housing reductions in both cases	

# POTENTIAL CHANGES COMPARISON

## TOWN OF ARLINGTON MULTIFAMILY ZONING BUILDOUT ANALYSIS

324 MASS AVE - B2A Major Business

Existing use: 15,000 sq.ft. commercial



### EXTG B2A ZONING

#### BUILDOUT

1.5 acre site  
36 units  
15,000 sq.ft. retail  
64 parking spaces

#### USABLE OPEN SPACE

20% gross res. area (8,200 sq.ft.)

#### HEIGHT BUFFER

3 stories w/in 100-200' of R2 district

#### FAR

1.0

#### PARKING

Residential: varies; 1.0-2.0 per unit  
Retail: 1.0 per 300 sq.ft. (after 3,000 sq.ft.)  
w/ possible transportation and affordable housing reductions

### MOST CONSTRAINING FACTOR:

Parking

### OTHER MAJOR CONSTRAINTS:

Height buffer, FAR, usable open space

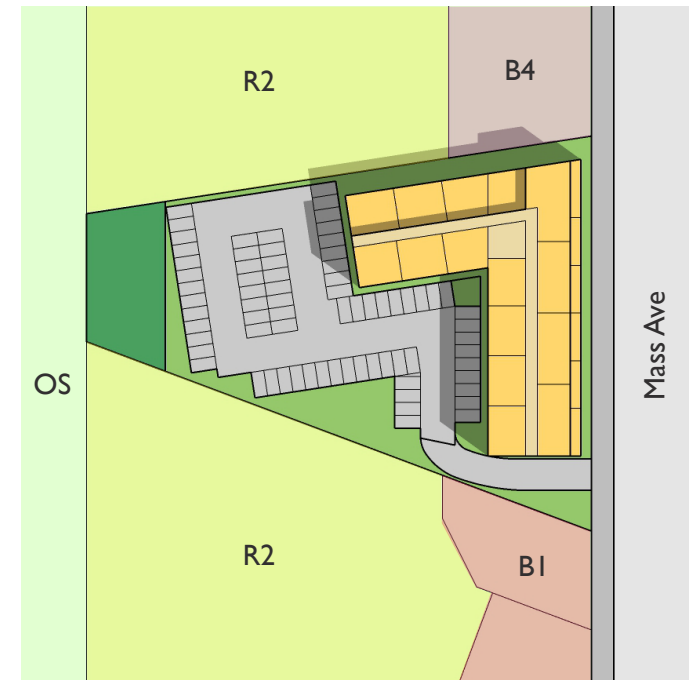
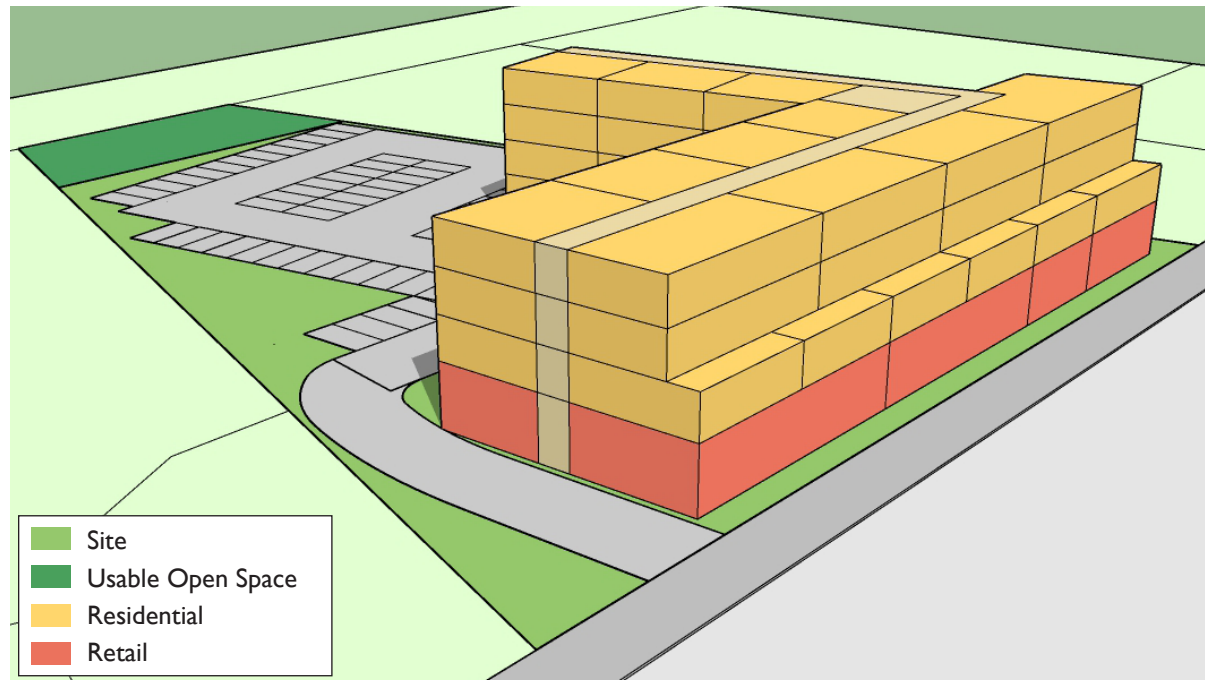


# POTENTIAL CHANGES COMPARISON

## TOWN OF ARLINGTON MULTIFAMILY ZONING BUILDOUT ANALYSIS

324 MASS AVE - B2A Major Business

Existing use: 15,000 sq.ft. commercial



	EXTG B2A ZONING	POTENTIAL CHANGES
BUILDOUT	1.5 acre site 36 units 15,000 sq.ft. retail 64 parking spaces	1.5 acre site 54 units 15,000 sq.ft. retail 65 parking spaces
USABLE OPEN SPACE	20% gross res. area (8,200 sq.ft.)	100 sq.ft per unit (5,400 sq.ft.)
HEIGHT BUFFER	3 stories w/in 100-200' of R2 district	Applies w/in 50' of R2 district
FAR	1.0	1.2
PARKING	Residential: varies; 1.0-2.0 per unit Retail: 1.0 per 300 sq.ft. (after 3,000 sq.ft.)	1.0 per unit No change
	w/ possible transportation and affordable housing reductions in both cases	